TWENTY-FOURTH

ANNUAL REPORT

OF THE

BOARD OF TRADE,

OF

SCRANTON, PENNSYLVANIA.

FOR THE YEAR ENDING JANUARY 1, 1895.

FRED. F. SCHOEN, PRINTER,
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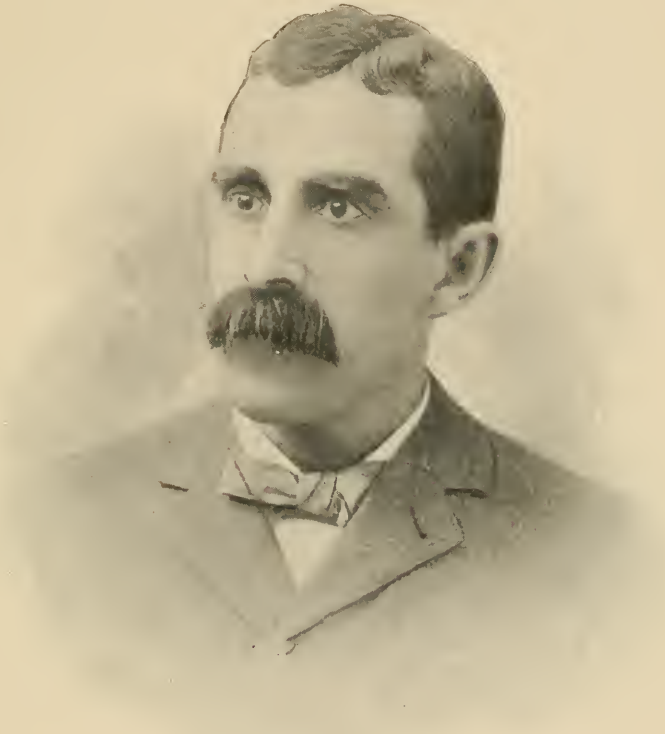
Scranton, Pa.



W. A. MAY,

PRESIDENT SCRANTON BOARD OF TRADE.

INTRODUCTORY.

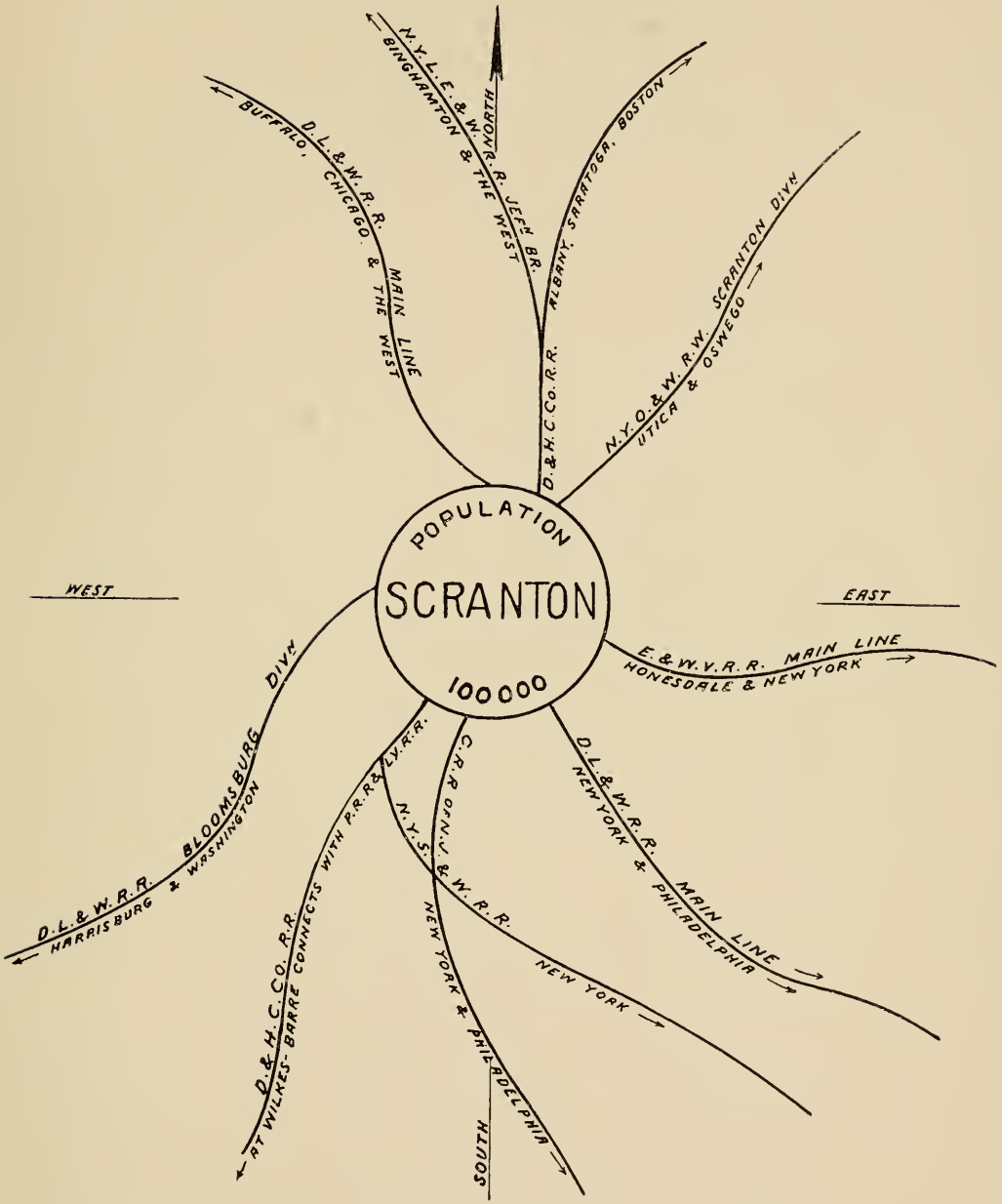
THE SCRANTON BOARD OF TRADE was organized December 12, 1867, and incorporated February 4, 1871. Since its organization this Board has been identified with every step of the City's advancement and growth. Its membership embraces the representative men of every branch of trade in the city, and to their energy and zeal in exploiting the natural advantages of the city is chiefly due our present enviable rank among the most progressive cities of the country.

The accompanying report of the officers of the Board differs from previous reports both as regards typographical appearance and text. Instead of consisting of "puffs" for enterprises already in successful operation, the greater part of the report is devoted to the setting forth of the advantages of our city as a location for all kinds of manufacturing establishments. The data given has been carefully and accurately compiled, and is intended not only as an official message from the Board to the manufacturers of America, but as a text-book for individual members to assist them in personal work on such manufacturers as they meet in the prosecution of their business, or in a social way. A little personal work by each individual member added to the work which we hope this pamphlet will accomplish is certain to result in great good to our city during the ensuing year.

D. B. ATHERTON,
Secretary.

R. J. FOSTER,
Chairman Pub. Com.

A RAILROAD CENTRE.



SHOWING SCRANTON'S TRANSPORTATION FACILITIES.

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Scranton, "The Electric City."

SITUATED in the beautiful Lackawanna Valley, the heart of the vast anthracite coal fields of America, the inland metropolis of the State of Pennsylvania, the Chicago of the East, or as stated by another "a western city in an eastern state," 750 feet above the level of the sea, and only four hours from its shore, Scranton enjoys the undisputed distinction of being the most healthful and thriving city in the Keystone state.

Thirty thousand of its working population are employed in its Mills, Factories and Mines. Ten railroads diverging from its limits, give it unsurpassed transportation facilities. There is a population of 100,000 souls within the city limits, and a large suburban population is directly connected with the city proper by several lines of electric railways, which stretch out to every town and hamlet within twenty miles. The inhabitants of these suburban towns do their trading here. Scranton is indeed the industrial centre of a large and progressive part of the state.

Scranton is the fourth city in population of the State of Pennsylvania.

It is only 145 miles from the great metropolis of the United States.

Its incorporate limits embrace 12,200 acres.

It has 141 miles of streets.

It has twenty-nine miles of electric street car lines within the city limits.

It has 75 miles of electric street car lines extending beyond the city limits.

Its streets are illuminated at night by over 500 arc lights, and is justly considered the best lighted city in the United States.

It has an inexhaustible supply of pure water, with a water works capacity of 35,000,000 gallons per day.

Population, 100,000; increase in ten years of 30,000.

Suburban population, 20,000.

Assessed valuation, $20,000,000.

It has 37 public school buildings. Value, $950,000.

It has 6 public libraries.

It has 4 colleges.

It has 9 banks of exchange.

It has 70 churches.

It has 125 incorporated manufacturing establishments, representing $25,000,000 invested capital, not including coal mines.

Employs in mines, mills and factories, 30,000.

Its streets are wide and well paved, and lined on either side with handsome residences and business blocks.

Living is cheap, taxes are low, climate is healthful.

It has the cheapest fuel known, costing manufacturers less than $4.00 per horse power per year, working days of 24 hours each.

The Scranton Board of Trade has at its disposal desirable manufacturing sites free to those who will permanently locate here.

The most beautiful drive to be found in Pennsylvania extends from Scranton to Elmhurst, a distance of a little over 7 miles.

The road bed is of shale rock, as smooth and hard as asphaltum. Winding its way through shady ravines, and around high cliffs, and as you look down upon the busy city, with its hive of thriving industries you are bewildered with the beautiful view that meets the eye. Nothing approaching it in grandeur can be found anywhere in the state. This drive passes over the famous Nay Aug Falls by a substantial iron bridge, and on a pleasant day is filled with hundreds of elegant equipages, whose occupants never tire of the grand and ever changing scene.

This alone gives Scranton a distinction as a desirable place for homes.

LACKAWANNA COUNTY COURT HOUSE.

Cheap Fuel.

SCRANTON, as well as being known as the electric city, is becoming famous as the city of cheap fuel, and to-day can offer manufacturers larger inducements in that line than any city in the world. Cheap power is the first and most important item to be considered by the manufacturer. While this subject has from time to time been largely commented upon, and has induced many large manufacturers to locate here, yet the subject has never until recently received the attention that it should. The Scranton Board of Trade has lately given this important question considerable investigation, and has come into possession of valuable information. The statistics compiled show wonderful results attained by the utilization of the vast banks of culm that abound in and about Scranton. Following are some figures which prove conclusively that from an economical standpoint, the culm-bank as a steam producer when properly utilized, is cheaper than any other power known, not excepting water power.

For the first six months of 1892 concerns in Scranton employing 8,760 horse power, used 394 tons of fuel per day of 24 hours. These were concerns with improved plants (boilers, engines, etc.), and those with unimproved appliances employing 7,362 horse power, used 450 tons of fuel per day of 24 hours. We, therefore, find that 844 tons of fuel produced 16,122 horse power each day. This fuel costs 25 cents per ton delivered at boilers, or a total of $211 per day for the 16,122 horse power or 1.31 cents per horse power per day, and for 300 working days the total cost of fuel per horse power per year to these concerns was $3.93. This is even cheaper than water power, as will be seen by the following article published in ELECTRICITY in its issue of Aug. 1st, 1894 :

"Electricians—we mean electrical engineers—have long since realized that waterfalls as sources of power are apt to be *ignis fatui ;* they look as though

they would furnish power for nothing, but too often the investment required to make them available is so great that the interest on it and the cost of maintenance make the power cost more than it can be furnished for by steam. At Niagara the cost of rendering the power available was enormous and could only be justified by an enormous output. It seems likely that for several years to come the company will have to furnish power, even at Niagara Falls, at a loss to compete with steam.

"But why should the attempt to utilize Niagara ever have been made, if it were not for mere spectacular effect, when power could be generated more cheaply at another point by steam, with an infinitely larger market nearer at hand? We refer to the culm banks at the coal mines in Eastern Pennsylvania.

"Houston and Kennelly say in their paper: 'It is clear that if reliable machinery could be purchased cheaply enough, and the conductors could be safely operated at sufficiently high pressure, the Falls of Niagara could to-day stop steam engines in New Orleans, La., by underselling their power.' This is true, but it is equally true that under the same conditions the culm banks of Eastern Pennsylvania would drive the power from Niagara Falls out of New Orleans.

"Desiring to have some accurate data on the cost of power derived from culm, we wrote to Mr. D. B. Atherton, secretary of the Scranton Board of Trade, on June 23 last, and under date of June 25, we received a reply of which the following is an abstract:

"Editor of ELECTRICITY:

"In reply to yours of the 23d inst., I take pleasure in presenting below a few statistics, showing the cost of anthracite fuel per horse power per year for steam purposes in Scranton, Pa., as taken from the books of several manufacturing concerns in this city, and comparing the same with cost of electrical power to be furnished by the utilization of the great Niagara.

"I base my calculations on actual results and not on theory, and have taken establishments with unimproved plants (boilers, engines, etc.), as well as those with modern improvements, in order to arrive at the exact actual cost.

"For the first six months in 1892, concerns with improved plants, employing 8,760 horse power, used 394 tons of fuel per day of 24 hours; during the same time concerns with unimproved plants, employing 7,362 horse power, used 450 tons of fuel per day of 24 hours. We therefore find that 844 tons of fuel produced 16,122 horse power each day. This fuel costs 25 cents per ton delivered at

MUNICIPAL BUILDING.

boilers, or a total of $211 per day for the 16,122 horse power, or 1.31 cnets per horse power per day, and for 300 working days the total cost of fuel per horse power per year to these concerns was $3.93.

"Now, then, let us compare the above figures with those of the company who propose to use the power of the great Niagara for the purpose of supplying electric power to manufacturers at Buffalo and the surrounding country.

"From a circular published in Buffalo, entitled 'Buffalo and Niagara Power,' I quote the following: 'Niagara will furnish power for a day of 24 hours for an average price of $15 a year per horse power.' This is no doubt cheap as compared with the present cost to concerns in Buffalo who use anthracite or bituminous coal for fuel, but please compare it with the cost of anthracite culm. To develop 16,122 horse power at $15 per year, as quoted by the Niagara company, would be $241,830. In Scranton it actually cost $63,359.46. Add to this the cost of firing, interest on plant, repairs, etc., which in round numbers is $2 per horse power per year, and we have an actual cost of $95,603.46, or a net saving over Niagara of $146,226.54.

"We have here an inexhaustible supply of this kind of fuel, and its utilization for steam purposes has passed all experimental stages and its use is becoming more general every year. D. B. Atherton, Secretary.

"Now, here is the question: If power costs $15 per horse power at Niagara, or half that, and only $3.93 per horse power per year at Scranton or any other of the coal mining towns, how is Niagara to compete with the culm bank over any territory of the same radius?

"We find by consulting the map and by rough estimates of distances that all points east of Syracuse are nearer to Scranton than they are to Niagara, so that if power could be produced as cheaply at Niagara as at the culm bank, the latter would drive out the former even at Syracuse.

"There is another point which will be self-evident. If the problem was how to reach the greatest number of customers within a given radius, Niagara as compared with the culm bank would be entirely out of the question. To compete at all with the culm bank, Niagara would have to have some marked advantages which we do not see that the present electrical scheme possesses.

"The Greater New York, for instance, which is only 145 miles from Scranton, possesses more possible customers than all of the country between Niagara and Albany, 330 miles distant, and on the way to New York are a number of

large manufacturing towns, such as Paterson and Newark, either of which latter would probably consume as much current as any of the cities mentioned in connection with the Niagara project.

"Our advice is, and we think it will be the advice of every intelligent engineer, that if you want to invest in a project of this kind, go to the culm bank."

In cities outside of the anthracite coal fields, manufacturers are paying not less than $30 per horse power per year, and further comment on the saving to manufacturers by using anthracite culm, over any other fuel or power known is unnecessary. With an inexhaustible supply of this fuel, the future of Scranton is certainly assured.

It is estimated that the anthracite coal deposit in this valley will last at least 100 years. The confidence in this estimate, and the future growth and prosperity of Scranton, is evidenced by the continued erection of large and substantial buildings. At the present time there are no less than half a dozen, eight to ten story, steel, fire proof, buildings under course of erection, and others contemplated. Property on Court House square, and streets adjacent thereto is being held at $1000 per foot and sales are being made at that price. Neither is Scranton dependent upon its coal industry, and as was truthfully said by another a short time since, "If every pound of coal is exhausted in the next twenty years, our city will yet be the premier city of its class," and this opinion is held by every business man and citizen in the city, and is fast becoming the general opinion of those outside who have taken the trouble to investigate. This fact is further evidenced by the continual application for manufacturing sites that are being received daily from manufacturers in other cities, where the natural advantages are not so great, and the future not so bright.

BIRD'S EYE VIEW OF SCRANTON.

President's Report.

GENTLEMEN :—The work of the Board for the past year will compare most favorably with any other year in its history, as a glance at the report of the Secretary will disclose.

The successful campaign for the Linden Street and the Roaring Brook bridges and the parks, early in the season, would alone have made a good record for the year, as was remarked by a prominent member of the Board at the time ; but much more was done, and not the least was the wide publicity given the City and Valley through the efforts of the Secretary. Acting on the suggestion of Mr. R. J. Foster to get the cost per horse power per year by the use of culm as a fuel, he found it could be produced more cheaply with culm than by any other means. By taking advantage of favorable opportunities as they offered themselves, the Secretary has made this great factor in the success of manufacturing enterprises known in all parts of the United States. The proof of this is the numerous inquiries and applications looking to the establishment of industrial enterprises here.

What has been done, however, can not be compared to what could have been accomplished. The same energy and interest on the part of the entire membership shown by a few, would bring about surprising results. It would give the improvement of Scranton in all directions such an impetus that our past progress would be slow and lame in comparison. Indeed, I believe it is within the compass of the Board at the present time to place the City beyond any possible danger of retrogression and decline, be the exhaustion of our fuel supply a contingency remote or near at hand.

The same breadth and clearness of vision coupled to the same energy and activity that have given us the best water supply in Pennsylvania—our natural

advantages for which are not to be compared with those of many of our sister towns and cities—would give the City paved streets, parks, elegant and substantial buildings, diversified and successful manufactories and such other enterprises as to forever preclude any possibility of stagnancy or decay.

This is the place to exert our powers and invest our moneys, and not remote cities or distant lands. It is true, because of the difficulties we see, we might not consider it as good a place for investments as other places; but it must be remembered that difficulties close at hand are much more easily seen than those at distant points. They are also, on the other hand, much more easily overcome. I believe more money and energy are lost invested in enterprises at a distance than in enterprises at home.

He is indeed a poor man who has no pride in his own city and its surroundings. He has no heart who has no feeling of kindliness and affection for the scenes which encompass his daily life, and which become a part of himself by the time he reaches old age. To be any kind of a man he must wish for the future welfare and prosperity of the neighborhood in which he spends his days. Such a wish ought to become father to many efforts to bring about the fruition of his desires.

The prosperity of the City rests with our people. Under other forms of government the selfishness of rulers would take care of the future of the countries over which they govern. Here it is the duty of all, and in this lies the danger. The inclination is to take care of the immediate and waste the future because we do not consider the future our heritage. May we, as citizens of Scranton and members of this Board, resist this inclination and look after the welfare of our City.

Very respectfully yours,

W. A. MAY,
President.

LACKAWANNA AVENUE, LOOKING WEST FROM WASHINGTON.

Manufacturing Interests.

SCRANTON'S manufacturing interests are extensive and varied.

The following are some of the articles that are manufactured in the city:

Awnings,
Axes and Agricultural Implements,
Axles,
Bar Iron,
Beer and Ale,
Boots and Shoes,
Boilers,
Bottles,
Bottle Stoppers,
Brass and Iron Valves,
Braid,
Brushes,
Building Brick,
Buttons,
Caramels,
Candy,
Carriages,
Carriage Hardware,
Cars,
Cigars,
Cigar Boxes,
Cigarettes,
Clothing,
Coal Screens,
Coffins and Caskets,
Corsets,
Crackers and Cakes,
Culm Burning Grates,
Doors, Sash and Blinds,
Drop Forgings,
Electric Machinery,
Extracts,
Files,
Fire Brick,
Flint Glassware,
Furniture,
Hames,
Harness,
Hats and Caps,
Hods,
Iron Fences,
Knitted Goods,
Lace Curtains,
Locomotives,
Lubricating Cups,
Macaroni,
Mattresses,
Mill Machinery,
Mining Lamps,
Mining Machinery,

Musical Instruments,	Shirts,
Noodles,	Silks,
Novelties,	Slate Picking Machinery,
Overalls,	Soap,
Paints,	Steel Rails,
Pants,	Steel of All Kinds,
Plaster,	Steel Car Wheels,
Passenger Coaches,	Stockings,
Patent Medicines,	Stoves,
Powder,	Stove Polish,
Railroad Spikes,	Tobacco,
Ranges,	Underwear,
Steam Blowers,	Vinegar,
Safety Lamps,	Violins,
Scales,	Vitrified Brick,

Representing one hundred and twenty-five incorporated concerns, with an invested capital of over $25,000,000.

UNITED STATES GOVERNMENT BUILDING.

Ex-Presidents

OF THE SCRANTON BOARD OF TRADE.

1871	* Lewis Pughe.
1872–3–4	* George Fisher.
1875–6	G. A. Fuller.
1877–8–9–80	* Lewis Pughe.
1881	Wm. T. Smith.
1882–3	Thos. H. Dale.
1884–5–6	* J. A. Price.
1887	H. M. Boies.
1888	Wm. Connell.
1889–90	W. T. Smith.
1891–2	J. M. Kemmerer.
1893–4	W. A. May.

* Deceased.

Population of Scranton.

Population in 1860		9,223
Population in 1870		35,000
Population in 1880		45,850
Population in 1890		82,215
Population in 1894	(estimated)	103,000

Secretary's Report, 1894.

THE year just closed has been an important one in the history of the Board. Not since its incorporation have so many applications for manufacturing sites been received, and considered. No less than twenty requests of this kind have come before the Manufactures Committee. Many meetings of the committee have been held, and much time spent in considering and investigating these applications. In a great many cases so much local capital has been required and so many inducements demanded, that it was considered wise on the part of the committee not to encourage them. On the other hand a number of good things have been allowed to go elsewhere owing to a lack of confidence on the part of our capitalists. The exaggerated accounts of the recent mine caves published, both in our local papers, and sent as telegraphic news to metropolitan dailies by agents of press associations, are responsible for the loss of at least one large industry, and have no doubt discouraged others from seeking locations here which otherwise we might have secured. These have done more to retard the growth of Scranton in recent years than any other cause, and should be frowned down by all well thinking men. It was interesting to glance at the headlines of our daily papers on the morning after the slight cave on the West Side. One would think that the whole section on that side of the river had disappeared from sight, and that there was nothing left but a barren waste. It is an absolute fact, however, that one could have driven all through that section of the city on this same morning, and had he not read the papers, he would never have known that anything out of the ordinary had occurred. How can we wonder that the New York and Philadelphia press enlarge on these matters when our own papers set the example.

ALBRIGHT MEMORIAL PUBLIC LIBRARY.

There are, however, several important matters pending in the hands of the Manufactures Committee which, no doubt, will result in still increasing the varied industries of the city; notably, the establishment of a large Tapestry Carpet Works, which will employ several hundred hands; and a Cash and Credit Register Company which, if located here, will advertise our city all over the world, as the product of this concern will reach every city and town in this country and many in foreign lands. A plant to manufacture fine guns of every description is in the range of probability, which, if secured, will put our city before the eyes of the world as the place where they make the government guns, for there is but little doubt that the magazine rifle made by this company will be accepted by the government.

At our January meeting the action of the City Councils, recommending the bonding of the city to the amount of $250,000 for the purpose of building a bridge at Linden street and one over Roaring Brook at Platt Place, was concurred in, and, at a subsequent meeting, the matter was taken in hand by the Board, by the election of W. A. May president, and D. B. Atherton secretary, of the Campaign Committee, which, as you are all aware, was brought to a successful issue at the spring election, the question, "Shall we Bond the City?" carrying by over 3,000 majority of the popular vote. The erection of these bridges is one of the most important steps toward permanent growth and stability that this city has ever taken, and if nothing more had been accomplished by the Board during the year, it would have more than accomplished the mission for which it was organized.

During the year valuable statistics have been compiled on the cost of fuel per horse power, a statement of which will be found on another page. These statistics show that culm, properly utilized for steam purposes, is cheaper than electricity or water power. ELECTRICITY, of New York City, in its issue of August 1st, commented largely on this subject by publishing a four column editorial on "Culm vs. Niagara Falls," which was extensively circulated throughout the country. This has been the means of making Scranton famous as the

city of cheap fuel. Applications are being received daily from all parts of the country for copies of these statistics, which are being promptly and cheerfully supplied.

A number of municipal improvements have been brought about through the efforts of the Board; notably, the taxing of all electric poles fifty cents each per year; improved method of cleaning paved streets; improvement in street railway tracks and service, etc., etc.

In the year 1892 a special committee, known as the Board of Trade Building Committee, was appointed. The purpose of this committee was to take the necessary step toward the erection of a suitable home for the Board. Nothing, however, was accomplished until August of the present year, when a special meeting of the Board was called to hear a report from this committee. An interesting meeting was held, the matter thoroughly discussed, and a plan decided upon. The matter is well in hand, and ere another year rolls around we will no doubt have a permanent home—a Board of Trade building that will be a credit to the citizens of this city and a monument to the zeal and energy of the members of the Scranton Board of Trade.

Numbers of small industries have sprung up in our midst during the past year, and many improvements and additions have been made to old established concerns. Our railroad facilities have been extended, and are to-day unsurpassed. The Delaware and Hudson Canal Company has erected a handsome new depot on Lackawanna avenue, which is also used for the general offices of this company. This is a great convenience to the traveling public, as the depot is situated in the heart of the city and at the junction of all street car lines. Building has gone steadily on during the whole year, and more building permits have been granted than during any previous year in the history of the city. Several large and costly steel fireproof buildings are now in course of construction; notably, the Hotel Jermyn, corner of Wyoming avenue and Spruce street; the Mears building, corner of Washington avenue and Spruce street, both eight stories in height; the Kennedy building, on Washington avenue, six stories

Y. M. C. A. BUILDING.

high, and the new High School building, corner of Washington avenue and Vine street, to cost $250,000. These speak more for the future of Scranton than anything I can say in this short report.

During the past eighteen months of depression in business all over the country, a remarkable activity was maintained in nearly all of the manufacturing establishments in the city. While the coal mines did not make over half time, yet the general tone of business was good. Our banks were ready at all times to take care of their customers, and too much credit cannot be given to them for the very liberal and broad spirit shown by them. It demonstrated the confidence they had in our institutions, and I am sure that their confidence was not misplaced. It was the testimony of all traveling men that Scranton was the best business town in their territory. Comparatively speaking, Scranton felt the depression very little, and very few failures were recorded.

During the year the Board has held twelve regular meetings and one special meeting. The average attendance of members was thirty. Out of a membership of one hundred and sixty-five the average attendance may seem, and is, small, yet it was larger than in any previous year. There is, however, a lack of interest on the part of the members of this Board. For years a certain few have been obliged to do the work. This should not be so. Every member, so far as it is possible, should attend the meetings and take an active part in them. Members of committees should attend promptly to matters referred to them. If the proper interest could be awakened, and each and every member do his part toward the work of the Board, such a boom in the business interests of the city would at once take place that would surprise the "oldest inhabitant." Let us resolve that during the coming year we will attend all the regular meetings of the Board, take part in them, lend our aid to all legitimate undertakings and see what the result will be. Again, allow me to urge upon the members the necessity of promptly paying their dues and assessments. Do not think for a moment that it is money not well spent. Do not say that you do not receive any direct benefit from the Board, because you are benefited, if not directly, you are indirectly.

You are benefited just so far as the city at large is benefited by the influence of a Board of Trade. Show me a city without an aggressive Board of Trade and I will show you a city that is dead, where business is paralyzed, and merchants discouraged.

At our October meeting, acting upon the suggestion of Mr. C. D. Simpson, your Secretary proposed that the Board inaugurate an exchange where local securities could be listed. He stated that many other cities of less population than Scranton had local stock exchanges in connection with the boards of trade, which were of great convenience to their members. He also stated that it would put a value on stocks that to-day were unknown. The proposition was favorably received by the members present, and upon motion, Messrs. W. W. Watson, William H. Peck and C. D. Simpson were appointed a committee to investigate the matter and report at the next meeting. At our November meeting the committee reported favorably, and Messrs. W. W. Watson, William H. Peck and H. J. Anderson were appointed a committee to assist the Secretary in starting an exchange. On December 3 the Exchange opened. A large list of stocks and bonds has been listed, and quotations are printed in each of the morning and evening papers. A large slate has been placed in the Board rooms, and every facility for the sale and purchase of stocks or bonds is provided for members. Non-members can deal at the Exchange by paying the usual commission of one-eighth of one per cent.

The twenty-fourth annual report of this Board, which has been issued under the direct supervision of the Publication Committee, is now ready for distribution. I believe you will all agree with me in the assertion that it is in every way a credit to the Board and to the city, and one that we can feel proud to send abroad as a representative of the "Electric City."

WYOMING AVENUE, LOOKING SOUTH FROM SPRUCE.

Statement of Membership.

Number of members, January 1, 1894		158
New members elected during year		17
Total		175
Resigned during year	9	
Died	1	10
Present membership		165

(Applications to be voted upon at January meeting, 7.)

Financial Report, 1894.

D. B. ATHERTON, SECRETARY, IN ACCOUNT WITH SCRANTON BOARD OF TRADE.

DR.

To amount received for dues from January 1, 1894, to January 1, 1895,	$3765 00

CR.

By amount paid Treasurer	$3755 00
Balance,	$10 00

A. W. DICKSON, TREASURER, TO SCRANTON BOARD OF TRADE, DR.

To cash on hand January 1, 1894	$ 253 13
To cash received from D. B. Atherton	3755 00
	$4008 13

CR.

By orders paid to January 1, 1895	$3139 20
Balance in treasury January 1, 1895	$ 868 93

Respectfully submitted,

D. B. ATHERTON, Secretary.

List of Officers

OF THE SCRANTON BOARD OF TRADE FOR 1894.

W. A. May, President; Luther Keller, Vice-President; A. W. Dickson, Treasurer; D. B. Atherton, Secretary.

TRUSTEES—Wm. Connell, W. H. Perkins, G. A. Fuller.

STANDING COMMITTEES.

MANUFACTURES—Luther Keller, William Connell, W. T. Smith, W. H. Peck, Joseph Levy, F. W. Martin, J. A. Lansing.

LEGISLATION AND TAXES—H. E. Paine, I. F. Megargel, T. H. Dale, William McClave, B. A. Hill.

FINANCE—Samuel Hines, H. J. Anderson, Solomon Goldsmith.

STREETS AND HIGHWAYS—C. H. Pond, C. D. Jones, E. A. Bartl.

TRANSPORTATION—J. M. Kemmerer, J. T. Porter, T. J. Kelly.

SPECIAL COMMITTEES.

BOARD OF TRADE BUILDING—A. W. Dickson, H. M. Boies, E. B. Sturges, J. A. Linen, Everett Warren.

BUILDERS' EXCHANGE—Conrad Schroeder, George D. Brown, Frank Carlucci, John Benore, J. W. Howarth.

POSTAL AFFAIRS—Simon Rice, W. H. Taylor, F. E. Loomis.

PUBLICATION—R. J. Foster, F. L. Phillips, S. G. Kerr.

PUBLIC SAFETY—R. W. Luce, Victor Koch, George Keller, F. L. Hitchcock, J. H. Fellows.

BANQUET—George Sanderson, E. G. Coursen, E. L. Fuller, J. H. Fisher, Charles Schlager.

MEMBERSHIP—The Secretary, W. L. Henwood, C. R. Kingsley, A. J. Casey, C. R. Connell.

ASSESSMENT—C. P. Davidson, J. W. Peck, C. B. Scott.

ELM PARK M. E. CHURCH.

List of Members.

Albro, J. P.,	Lawyer.
Amsden, Fred J.,	Architect.
Anderson, H. J.,	Banking.
Archbald, James,	Consulting Engineer.
Archer, H. H.,	General Electric Railway.
Atherton, D. B.,	Secretary Board of Trade.
Bacon, Lathrop R.,	Lawyer.
Barrett, John E.,	Editor Scranton Truth.
Bartl, E. A.,	Mining and Civil Engineer.
Belin, Henry, Jr.,	Powder.
Benore, John,	Builder and Contractor.
Boies, H. M.,	Steel Car Wheels.
Boyer, W. D.,	Lawyer.
Brooks, Reese G.,	City Treasurer.
Borg, Simon,	Banker.
Brown, George D.,	Builder and Contractor.
Brown, Moses,	Millinery and Furnishing Goods.
Burke, Timothy,	Contractor and Builder.
Barker, F. S.,	Screens.
Casey, A. J.,	Liquors.
Clark, E. A.,	Coal.
Cobb, G. H.,	Freight Agent Penn'a R. R.
Connell, Charles R.,	Knitted Goods.
Connell, William,	Coal.
Connell, W. P.,	Hardware.

Coursen, E. G.,	Grocer.
Coursen, H. A.,	China, Glass, etc.
Crane, F. L.,	Cloaks and Furs.
Carlucci, Frank,	Stone Contractor.
Collins, Arthur L.,	Caramels.
Christian, Frank P.,	Hatter.
Dale, Thomas H.,	Coal.
Davidson, C. P.,	Real Estate.
Dibble, T. H.,	Wire Rope.
Dickson, A. W.,	Flour.
Dickson, G. L.	Iron Ore, etc.
Dickson, James P.,	Prest. Dickson Mfg. Co.
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Everhart, J. M.,	Brass Goods.
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Finch, I. A.,	Mining and Breaker Machinery.
Fisher, J. H.,	
Ford, J. B.,	Wall Paper and Stationery.
Foster, R. J.,	Prest. Colliery Engineer Co.
Fritz, G. W.,	Leather and Harness.
Fuller, E. L.,	Coal.
Fuller, G. A.,	Real Estate.
Foote, A. R.,	Lumber.
Goldsmith, M.,	Boots and Shoes.
Goldsmith, Solomon,	Dry Goods, Carpets, etc.
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Gunster, J. H.,	Assignee Scranton City Bank.
Hallstead, W. F.,	Gen. Mgr. D., L. & W. R. R. Co.
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Hand, Hon. Alfred,	Lawyer.

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Holgate, M. H.,	Real Estate.
Howarth, J. W.,	Lumber.
Hull, S. P.,	Furniture.
Hunt, A. E.,	Hardware.
Jermyn, John,	Coal.
Jessup, Hon. W. H.,	Lawyer.
Johnson, O. S.,	Coal.
Jones, C. D.,	Teas, Coffees, Spices, etc.
Jones, Meredith L.,	Real Estate.
Kann, W. J.,	Printer.
Keller, George,	Hardware and Cutlery.
Keller, Luther,	Lime and Cement.
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Kramer, A. N.,	Clothing.
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Leonard, B. E.,	Hardware.
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Loomis, F. E.,	Real Estate.
Luce, R. W.,	Fire Insurance.
Levy, N. B.,	Jewelry.
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Matthews, R. J.,	Drugs.
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Oakford, Jas. W.,	Lawyer.
Page, P. S.,	Railroad Contractor.
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Porter, J. T.,	Wholesale Produce.
Phillips, Geo.,	Jewelry.
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Rice, Simon,	Merchant.
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Ripple, E. H.,	Coal.
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Samter, Samuel,	Clothing.
Sanderson, George,	Lawyer.
Sando, Hon. M. H.,	Lawyer.
Schlager, Charles,	Real Estate.
Schoonmaker, U. G.,	Real Estate.
Schroeder, Conrad,	Contractor.
Scott, C. B.,	Engines and Machinery.
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Smith, W. T.,	Coal.
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Watts, F. D.,	Meats, Lard, etc.
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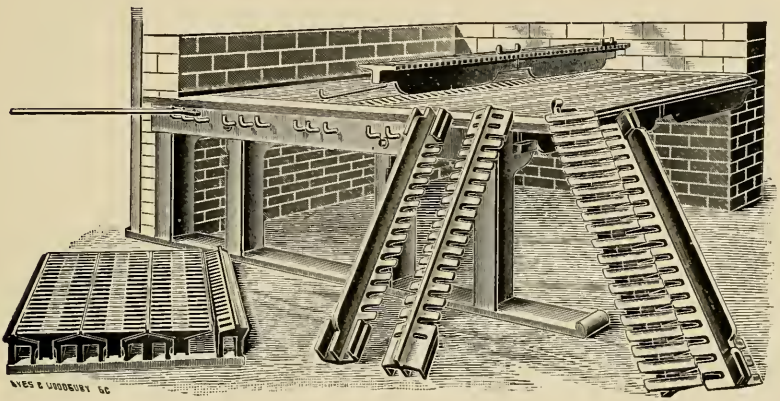

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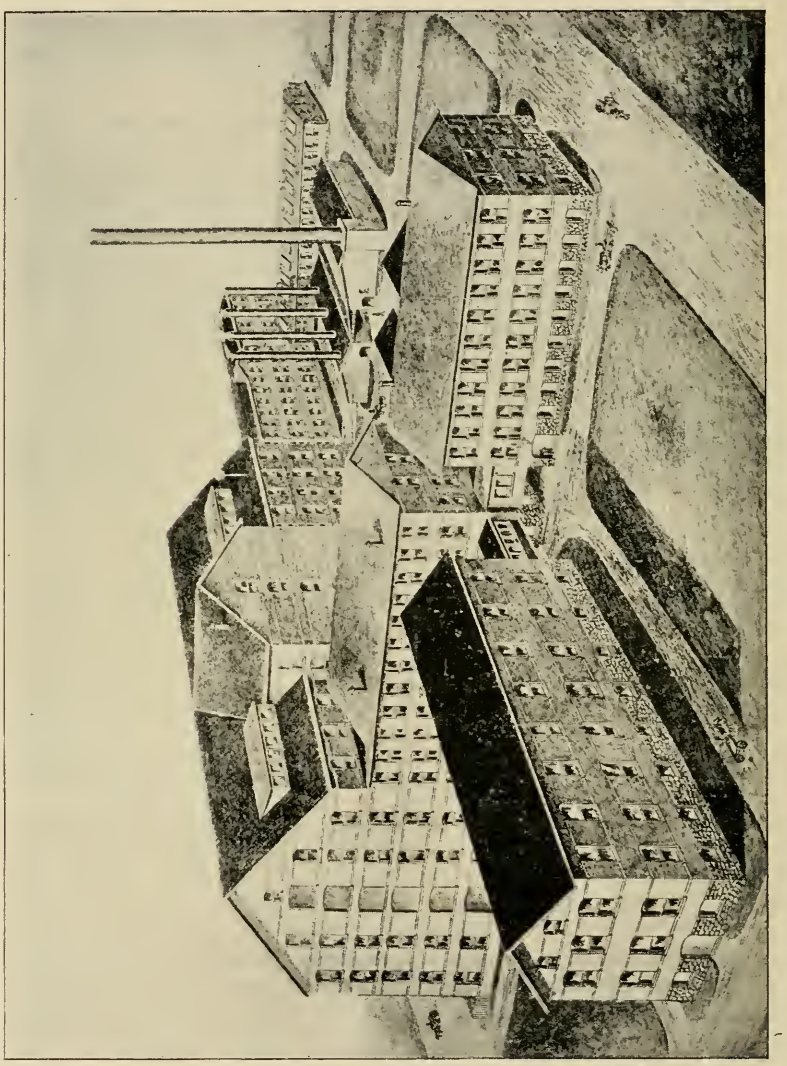

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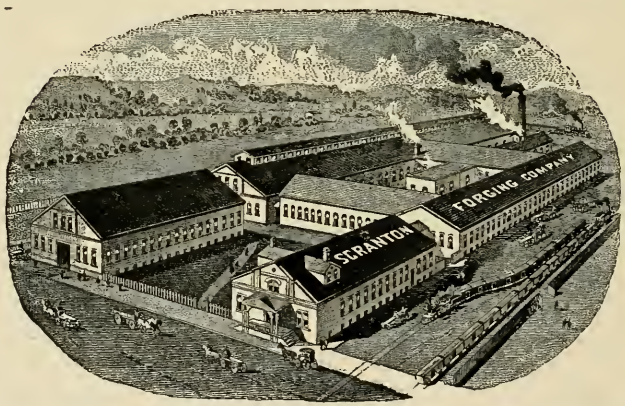

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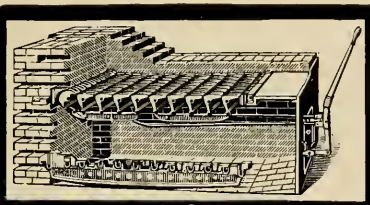
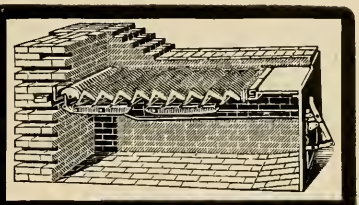

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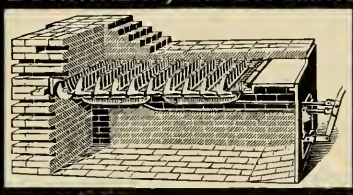

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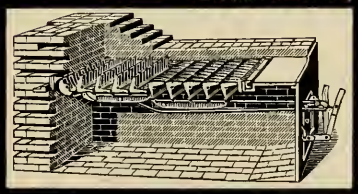
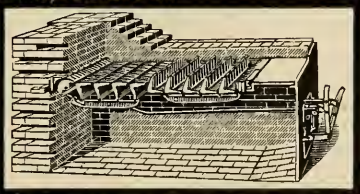

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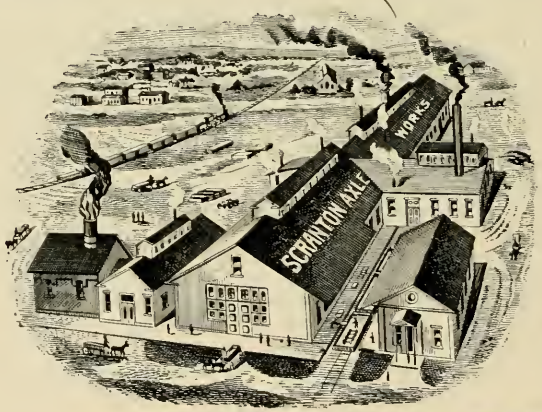

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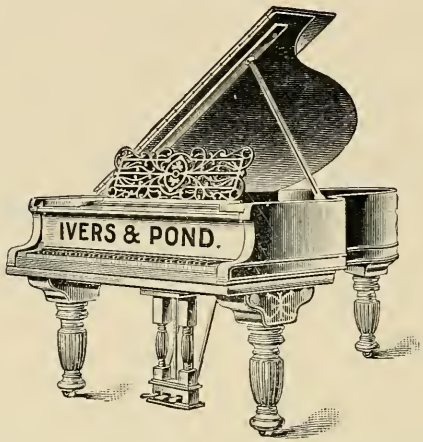

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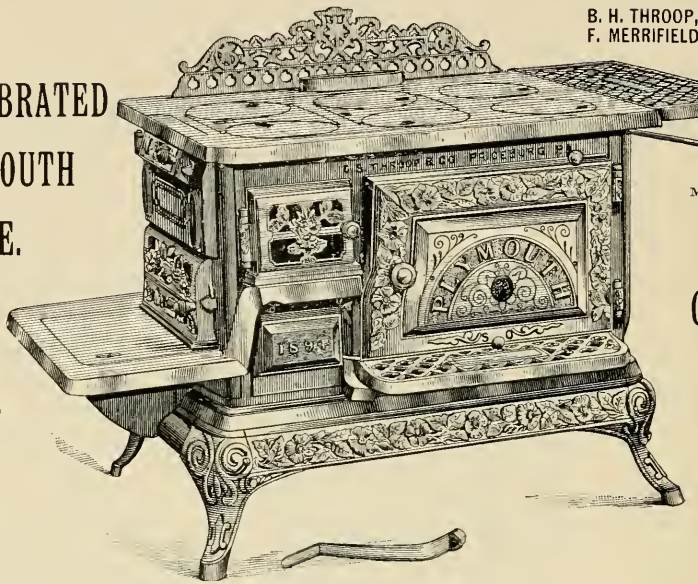

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ACRE PROPERTY FOR MANUFACTURING SITES.
IMPROVED AND UNIMPROVED CITY PROPERTY AT PAYING RATES.

ESTABLISHED 1873.

FRANK FUHR,

STEAM Cigar Box Manufacturer,

CAPACITY 1,000 BOXES PER DAY.

The largest and best equipped factory in Eastern Pennsylvania. A general assortment of Labels, Ribbons and Cigarmakers' Supplies.

P. O. BOX 155, SCRANTON, PA.

Factory, 112 Grove Street, Dunmore, Pa.

Erie and Wyoming Valley R. R.

ALTHOUGH generally known as a coal carrier, the above road has, through competent management, rapidly developed into one of the foremost freight aud passenger lines in this vicinity.

The route passes through a picturesque mountainous country, crossing the historic Moosic Mountain, at almost its highest elevation, and descending the eastern slope, it continues through a fine farming region, passing through such villages as Maplewood, Lake Ariel, Georgetown and Hoadleys, and connects two great trunk lines, the N. Y., L. E. & W. R. R. and the Lehigh Valley Railroad, at Hawley and Port Blanchard.

The scenery along the route is extremely pleasing, embracing such varieties as to not become monotonous, even to frequent travelers. Although in existence only about nine years, the patronage it receives demonstrates clearly how important a factor it has proven in meeting the requirements of our growing city.

Of the several sheets of water located along this route, Lake Ariel is the largest and most beautiful; possessing many natural advantages, it required only the eye of an artist and sufficient expenditure to develope perfection, and it is conceded by all to be the most delightful, popular and desirable summer and excursion resort in this section of the state. Over 40,000 excursionists visited Lake Ariel the past season. The above cuts are good representations of the Passenger and Freight station on Washington Avenue, the former being a model of neatness, convenience and artistic design, and is only one of the many beautiful stations along this line of road.

Delaware, Lackawanna and Western R. R.

The "Lackawanna Route."

The Shortest Line BETWEEN NEW YORK AND BUFFALO.
MAGNIFICENT SOLID VESTIBULE TRAINS.
PULLMAN DAY COACHES, BUFFET PARLOR AND SLEEPING CARS.

Anthracite Coal used exclusively in every Locomotive, and Stone Ballasted Double Tracks over the Entire System. . . . . NO SMOKE! NO DUST!

If you are contemplating a Business Trip, make it a Pleasure Trip as well by taking the famous

"LACKAWANNA."

Full information regarding Rates, Schedules, Berth Reservations, etc., may be obtained on application to any Station Agent, or to M. L. SMITH, D. P. A., No. 328 Lackawanna Avenue, Scranton, Pa.

W. F. HALLSTEAD,
General Manager,
Scranton, Pa.

W. F. HOLWILL,
General Passenger Agent,
New York.

Central Railroad of New Jersey.

ONE of the most important questions that is to be considered by those desiring to locate industries in any city or town, is the question of railroad facilities. In this respect Scranton is most favorably situated. The C. R. R. of N. J., with its complete system, extending through Central Pennsylvania and New Jersey, affords most excellent service to shippers of freight, and the traveling public generally. The Central people have spared no expense in making their road a popular one, and by the broad-minded spirit shown by its management, they have surely succeeded.

It runs fast through trains direct to New York and Philadelphia, with elegant drawing room and buffet cars attached. Its "flyer," which leaves this city at 12:45 P. M., for New York and Philadelphia, is the fastest and best equipped train in the country, making the time to both cities in about five hours. This, with its many local trains running between Scranton and points all through the central part of the state, and with its complete and well equipped freight service, makes it one of the most popular roads entering this city.

Accompanying this article is a view of its beautiful Passenger and Freight Station, which is situated in the heart of the city, and for completeness in every detail is unsurpassed.

IT IS THE ONLY DOUBLE-TRACK LINE BETWEEN THE CITIES OF CARBONDALE AND WILKES-BARRE.

IT HAS AN UNAPPROACHABLE RECORD for the PUNCTUALITY and EXCELLENCE of its PASSENGER SERVICE.

"The D. & H." Delaware and Hudson Railroad.

RUNS 27 PASSENGER TRAINS DAILY,

Between Carbondale, Scranton and Wilkes-Barre.

IT HAS recently constructed a new Freight and Passenger Terminal in the City of Scranton, and erected the Finest Passenger Station in the State, outside of Philadelphia.

Its Facilities for handling Freight are Unsurpassed, and its Lackawanna Avenue Freight Terminal places the cars almost at the doors of the Wholesale Houses of Scranton.

Its Passenger Cars are Elegant, and are Equipped with every Appliance for the Safety and Convenience of its Patrons.

It has Two Trains each way, Daily except Sunday, between Wilkes-Barre, Scranton, Albany, Saratoga, Montreal and Boston. It has the Shortest and Only Direct Route between the Anthracite Coal Region and all New England Points, and is the Only Line reaching the Adirondack Mountains.

It owns the Famous Gravity Railroad, connecting Carbondale with Honesdale, on which is located Farview Park, the Most Frequented Summer-Day Resort in Pennsylvania. Situate on the Summit of the Moosic Range, at an altitude of over 2,500 feet, the View from its Observatories is Unequalled. Wide-extended plains stretch out in every direction—a Vast Panorama—bounded on the south by the Firmament, and on the east by the cloud-capt Catskills, which can be seen Eighty Miles away. Thirteen Thousand people were carried to Farview Park and back to their homes on One Day in the Summer of 1894, without a mishap to mar the pleasure of their outing.

J. J. WILLIAMS, President. J. R. SCHLAGER, Treasurer and Manager. T. V. POWDERLY, Jr., Secretary.

ESTABLISHED 1862.

THE STOWERS

Pork Packing and Provision Co.

WHOLESALE DEALERS IN

PORK PRODUCTS, PROVISIONS

CHICAGO DRESSED BEEF.

SPECIALTIES:

SUGAR CURED HAMS,

BREAKFAST BACON,

PURE LARD.

Office and Salesroom, No. 2 Lackawanna Avenue,

Packing House, 2 to 56 Green Place. SCRANTON, PA.

$40,000

PAID for Fire Losses in 1894.

HENRY BELIN, JR.,

FIRE INSURANCE,

118 Wyoming Avenue, SCRANTON, PA.

ONLY FIRST-CLASS COMPANIES REPRESENTED.

J. ATTICUS ROBERTSON. FREDERICK L. HITCHCOCK.

ROBERTSON & HITCHCOCK,

404 Lackawanna Avenue,

Real Estate and Fire Insurance.

MONEY TO LOAN ON REAL ESTATE.

AGENTS EASTERN UNION BUILDING AND LOAN SOCIETY, OF PHILADELPHIA.

E. I. Du PONT De NEMOURS & CO.,

MANUFACTURERS OF

MINING,
BLASTING and
SPORTING

POWDER.

HENRY BELIN, JR.

General Agent for the WYOMING DISTRICT,

118 WYOMING AVENUE, SCRANTON, PA.

Agencies:

THOMAS FORD, Pittston, Pa.
JOHN B. SMITH & SON, Plymouth, Pa.
E. W. MULLIGAN, Wilkes-Barre, Pa.

AGENT FOR THE

Repauno Chemical Company's High Explosives,

SAFETY FUSE, CAPS AND EXPLODERS.

HENRY FREY,

Photographer,

421 Lackawanna Ave., Scranton, Pa.

HEADQUARTERS FOR

FINE PORTRAIT PHOTOGRAPHS, VIEWS OF SCRANTON, REPRODUCTIONS FROM ALL KINDS OF PICTURES, SUPERIOR CRAYONS AND WATER COLOR PORTRAITS, WINDOW TRANSPARENCIES, SOUVENIR ALBUM OF SCRANTON, ETC., ETC.

I. F. MEGARGEL. J. L. CONNELL.

MEGARGEL & CONNELL,

WHOLESALE GROCERS,

AND PROPRIETORS OF THE

Scranton Steam Coffee and Spice Mills.

ALSO MILL AGENTS FOR THE LEADING FLOUR OF THE WORLD,

Washburn=Crosby & Co.,

Gold Medal

and **Superlative.**

Corner Franklin Avenue and Center Street,

SCRANTON, PA.

THE WESTON MILL CO.

MANUFACTURERS OF THE CELEBRATED

"Snow White" Flour

THE BEST PATENT FLOUR IN THE WORLD.

HEADQUARTERS FOR ALL CEREAL PRODUCTS.

Specialties:

CHOICE BUCKWHEAT FLOUR.
CHOICE GRAHAM FLOUR.
CHOICE RYE FLOUR.
CHOICE GRANULATED CORN MEAL.

Feed, · Meal, · Mill · Feeds, · Grain · and · Hay,

SCRANTON AND CARBONDALE, PA.

MAX RICE. JOSEPH LEVY.

RICE, LEVY & CO.

Wholesale Grocers,

AND JOBBERS IN Tobaccos and Cigars,

30 Lackawanna Avenue,

Telephone 3083. SCRANTON, PA.

SOME SCRANTONIANS

Sometimes read other Scranton Newspapers; but the best people of Scranton at all times read . . . . . .

THE SCRANTON TRIBUNE,

The Representative Newspaper of Northeastern Pennsylvania.

THERE ARE REASONS FOR THIS HABIT.

(1.) It is the Neatest paper in the anthracite coal fields.
(2.) It is the Newsiest paper.
(3.) It is Up to Date.

For similar reasons, the live merchants of Scranton purchase publicity, sometimes in other papers, but always in THE TRIBUNE. They know TRIBUNE publicity always pays.

Everything that printers can do is done in

THE TRIBUNE JOB DEPARTMENT,

and done rightly. That's why it is doing a larger business each month, at honest prices.

WHEN WANTING THE BEST, TAKE THE TRIBUNE.

SCRANTON HOUSE,

On the European Plan.

A FINE BAR

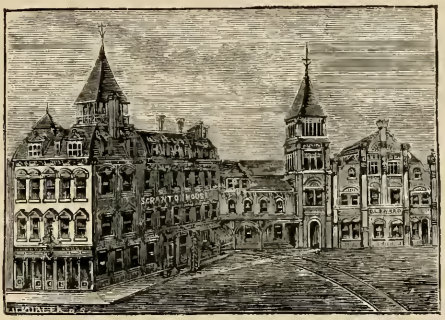
AND

LUNCH COUNTER.

Unsurpassed by any in the city.

Meals at all hours at the Ladies' and Gentlemen's Restaurant.

Rooms 50 cts. to $1.00 per night.



OYSTERS

In All Styles.

Game in Their Season.

Prepared by one of the best chefs in Pennsylvania.

All strangers are invited to

GIVE US A CALL

when in the city.

VICTOR KOCH, Proprietor,

Near D., L. & W. and D. & H. Depots, SCRANTON, PA.

E. J. GOODWIN,

THE LEADING

LIVERY AND BOARDING STABLE

OF SCRANTON.

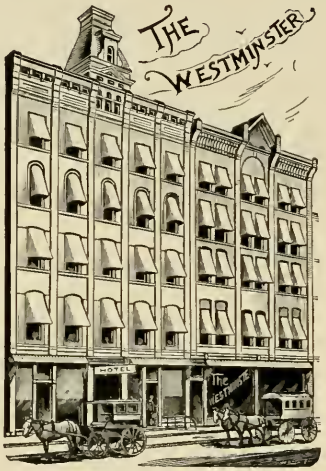
528, 530 and 532 Spruce St., opp. Court House,

TELEPHONE 2653. SCRANTON, PA.

The WESTMINSTER,

Parlor Hotel of Scranton.

Modern Improvements.



Heated by Steam.

American Plan, **$2.00, $2.50 & $3.00 Per Day.**

This Hotel is centrally located in the heart of the business center and places of amusement.

Cuisine and appointments unsurpassed in the city. Special rates to families and permanent guests. Electric cars to and from all suburbs pass the door every few minutes.

J. C. VANCE, Proprietor.

HOTEL WYOMING

Cor. Lackawanna and Wyoming Avenues.

* * *

The Largest and Finest Appointed HOTEL

IN THE CITY.

AMERICAN PLAN $2.50 a Day, and Upwards.

Cuisine, appointments and service unsurpassed.

Situated in the heart of large retail stores, places of amusement, street car lines and R. R. depots.

F. R. WHITE, Proprietor.

☞See Photograph of this hotel on another page.

Scranton Savings Bank.

JAMES BLAIR, President.
S. B. PRICE, Vice-President.
H. C. SHAFER, Cashier.

Oldest Savings Institution in Northeastern Penn'a.
Transacts a General Banking Business.

DIRECTORS.
Jas. Blair, Geo. H. Catlin,
Jas. Archbald, S. B. Price,
A. B. Blair.

DIRECTORS.
Jas. W. Oakford, Wm. F. Kiesel,
DeWitt C. Blair, W. D. Kennedy
Frank M. Spencer.

Interest Paid upon Time Deposits.
Accounts Solicited.

122 Wyoming Avenue,
SCRANTON, PA.

OPEN SATURDAY EVENINGS
FROM 7 TO 8 O'CLOCK.

The Lackawanna Trust & Safe Deposit Company.

ORGANIZED 1887.

Capital,	- - -	$250,000,00
Surplus,	- - -	$55,000,00

OFFICERS.

WILLIAM T. SMITH, President. HENRY J. ANDERSON, Vice-Pres't.
JOHN W. FOWLER, Treasurer.

Business and Personal Accounts received.

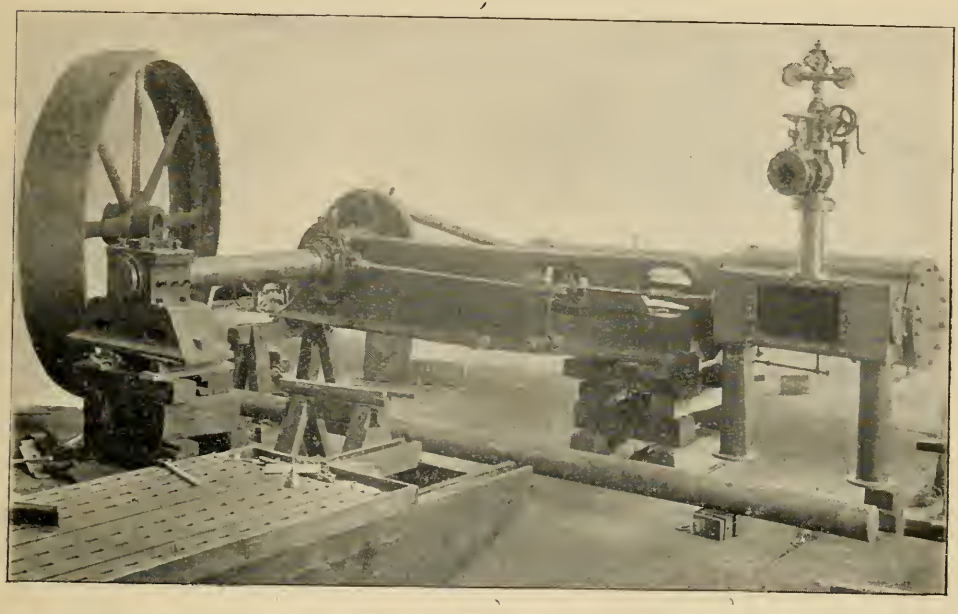
Savings Deposits received in any amount and interest paid thereon, July 1st and January 1st.

Legal Depository for Trust Funds and the Courts of Lackawanna County.

SAFES TO RENT in Fire and Burglar Proof Vaults at $5.00 to $75.00 per Annum, according to size and location, and storage for Valuables in bulk.

IRVING A. FINCH, Pres't. E. N. WILLARD, Vice-Pres't. CHAS. E. WADE, Treas. W. I. FINCH, Sec'y.

THE FINCH MANUFACTURING CO.



Mining & General Machinery,

HOISTING ENGINES, INSIDE HAULAGE ENGINES, TAIL ROPE ENGINES, BREAKER AND FAN ENGINES, HOISTING CARRIAGES, VENTILATING FANS, DRUMS FOR SELF-OPERATING PLANES, REVOLVING SCREENS, SHAKING SCREENS, CRUSHING ROLLS WITH REMOVABLE STEEL TEETH,

Tubular, Locomotive and Cylinder Boilers,

MILL ENGINES AND POWER MACHINERY,

MINING OUTFITS COMPLETE.

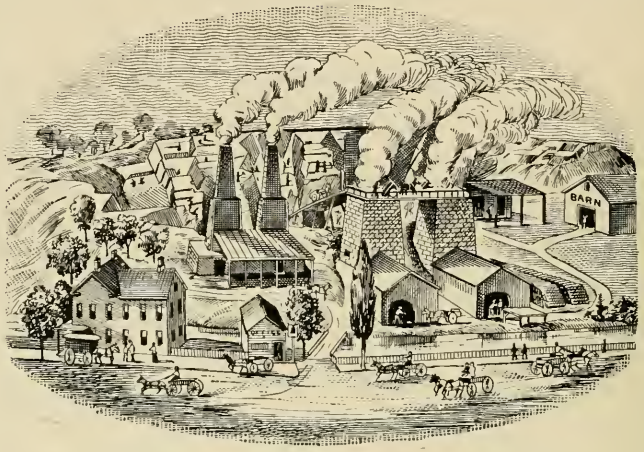
SCRANTON, PA.

LUTHER KELLER,

IMPORTED AND AMERICAN PORTLAND CEMENT.

CALCINED PLASTER.

LAND PLASTER.



CATTLE AND GOAT HAIR.

FIRE BRICK AND FIRE CLAY.

FLUE LININGS.

TERRA COTTA PIPE.

LIME.

Quarries and Works, PORTLAND, PA.

Office and Yard, 813 West Lackawanna Ave., SCRANTON, PA.

THE

Merchants' AND Mechanics' Bank

Organized 1871.

Capital, - - - $250,000

Surplus and Profits, $ 95,000

INTEREST Allowed on Time Deposits

We solicit your business.

SCRANTON, PA.

JAMES J. WILLIAMS, President.

JAMES JORDAN, Vice-President.

CHARLES W. GUNSTER, Cashier.

DIRECTORS:

JAMES J. WILLIAMS, JAMES JORDAN,
A. J. CASEY, FRANKLIN HOWELL,
THOMAS E. JONES.

THE SCRANTON SUPPLY AND MACHINERY CO.

131 Wyoming Avenue, Scranton, Pa.

MACHINERY AND TOOLS,

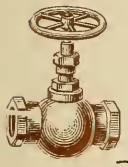
ELECTRICAL
STEAM
MINE
MILL
ENGINEERS'

SUPPLIES,

ENGINES AND BOILERS,

Electrical Mine Drills,

Electrical Mine Haulage.



Scranton Brass Works,

JAMES M. EVERHART,

MANUFACTURER OF

BRASS WORK,

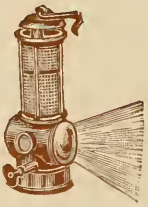
FOR WATER, GAS AND STEAM.

Mine Supplies, Safety Lamps, Brattice Cloth, Pneumatic Signal Gongs, &c.

Brass Castings, Ingot Copper, Tin, Solder, Spelter, Lead, Antimony, Babbitt and Anti-Friction Metals.

SCRANTON, PA.

SEND FOR CIRCULAR.



THIRD NATIONAL BANK,

OF SCRANTON, PA.

CAPITAL, $200,000. *SURPLUS, $260,000.*
UNDIVIDED PROFITS, $50,000.

WM. CONNELL, President. GEO. H. CATLIN, Vice-Pres't. WM. H. PECK, Cashier.

DIRECTORS:

WM. CONNELL, JAS. ARCHBALD, ALFRED HAND, GEO. H. CATLIN,
HENRY BELIN, JR., WM. T. SMITH, LUTHER KELLER.

The Management of this Bank points with pride to its record during the panic of 1893, and previous panics, when special facilities were extended to its business accounts.

THE Traders National Bank, of Scranton, Pa.

ORGANIZED 1890

CAPITAL, - - $250,000.
SURPLUS, - - $30,000.

SAMUEL HINES, President.
Hon. W. W. WATSON, Vice-Pres't.
A. B. WILLIAMS, Cashier.

PROMPT,
ENERGETIC,
CONSERVATIVE
AND LIBERAL.

DIRECTORS:

Samuel Hines, James M. Everhart, Irving B. Finch,
Pierce B. Finley, Joseph J. Jermyn, M. S. Kemmerer,
Chas. P. Matthews, John T. Porter, W. W. Watson.

CARPETS,

DRAPERIES, WALL PAPERS, MATTINGS,

WINDOW SHADES, ETC.

WHOLESALE AND RETAIL.

WILLIAMS & McANULTY,

PITTSTON, PA. SCRANTON, PA.